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## **SUSPENSION ASSEMBLY FOR A VEHICLE**

### **Priority Claim**

A claim is hereby made to the priority of U.S. Provisional Application 60/271,958, filed on March 1, 2001, entitled "Suspension Assembly For A Vehicle", of the same inventor.

### **Field Of The Invention**

The field of the present invention relates to suspension systems and more particularly to a suspension assembly for vehicles such as bicycles and motorcycles.

### **Background Of The Invention**

Various forms of suspension systems have been developed for use on bicycle and motorcycles. The most common form is a front fork utilizing two telescoping assemblies positioned on either side of the front wheel. Front suspension is beneficial to the rider because it can improve handling and control as the suspension helps the front wheel follow the ground and provides isolation from the irregularities of the terrain. Typically the two telescoping assemblies are comprised of round inner and outer tubes in communication with one another through round cross section bushings. The inner tubes may be either the upper set of tubes, the stanchions, or the lower set of tubes, the sliders, depending on the design and application. In either case, the upper end of the stanchions is connected to one, or two fork crowns. Typically a bicycle has one fork crown below the head tube of the vehicle frame and a motorcycle will have a fork crown below and a fork crown above the head tube of the vehicle frame. A steer tube is connected to the crown that is below the head tube of the frame and extends up and through the head tube. The steer tube is supported at the bottom of the head and at the top of the head tube with bearings whose internal diameter is slightly larger than the outside diameter of the steer tube and whose outside diameter is a press fit into prepared features in the top and bottom of the head tube. The top of the steer tube is connected to the handlebar assembly of the

vehicle directly on a bicycle. On a motorcycle the top of the steer tube typically is mounted to the upper fork crown, which comprises part of the handlebar assembly. The stanchions extend from the lower fork crown down towards the ground and terminate a distance below the fork crown and above the front axle of the fork. The sliders provide front wheel axle mounting at their lower ends and extend upwards from the axle. Debris is kept out of the telescoping assemblies by use of wipers while damping and lubrication fluid is contained within the telescoping assemblies by use of oil seals. These wipers and seals are fixed to the upper end of the sliders. A spring and damper system are contained within the telescoping assemblies to create a system that provides the benefits of better handling and control. The oil seal system allows for a variety of spring damper designs to be utilized within the telescoping assemblies. However, when a suspension fork of this design is loaded torsionally, which happens during steering and when hitting bumps at an angle, the sliders can rotate relative to the stanchions due to the round cross section's inability to resist torsional loads. With round tubes the only torque that can be transferred from the slider to the stanchion is the amount developed through friction between the fork bushings and the tubes they support. This interface is made to be very slippery so that motion from terrain irregularities can be easily accommodated. The amount of torque transmission then is negligible. This torsional rotation results in increased perceived fork flex and can cause a lack of control due to the imprecise feeling to the rider.

A less common approach to a telescopic front suspension system uses non-round tubes for the telescoping assembly to create the ability to transfer torque from one tube to the other. One such design utilizes an inner tube with a plurality of flats making up its outside shape. An outer tube is positioned coaxially and telescopically to the inner tube and has a corresponding number of flats making up its inside shape. The flats communicate with one another via cylindrical needle bearings, which roll on the flats when the inner and outer tubes are moved relative to one another. A system like this can transmit torque as well as telescope. However, due to the flat sections on the outside of the inner tube a typical oil seal and wiper arrangement cannot be used. This system uses a flexible bellows to keep debris from entering the telescoping assembly. The bellows can tear and is not watertight so contamination is a common problem with a system like

this. Also, since oil can not be sealed well by this bellows, only a self contained cartridge damper system can be utilized within this system, which limits the its performance potential.

Other approaches to the torque transferring telescoping assembly have been to employ grooves on the inside diameter of the outer tube with corresponding grooves on the outside diameter of the inner tube. The grooves in this case communicate via loose balls bearings.

Additionally there are linkage type systems, which provide a scissor linkage similar to the landing gear of an airplane. One end of the linkage is connected to the outer tube. The other end of the linkage is connected to the inner tube. The linkage can fold when the suspension goes through its travel but it does not allow the inner and outer tube to rotate relative to one another.

All of these torque-transferring telescoping suspension systems contain more parts and are more expensive to produce than the bushing style round tube system described above.

### **Summary Of The Invention**

The present invention provides for an improved suspension system in the form of a telescoping fork assembly for bicycles. The assembly is comprised of a steering tube, which is mounted in and extends through the head tube of the vehicle frame. The steering tube is connected to the stem and handlebar assembly above the head tube and is connected to a fork crown below the head tube. The steer tube is supported at the bottom of the head and at the top of the head tube with bearings whose internal diameter is slightly larger than the outside diameter of the steer tube and whose outside diameter is a press fit into prepared features in the top and bottom of the head tube. The steer tube interface is such that it cannot rotate relative to the stem and crown it is connected to. The crown attaches to a pair of inner tubes called stanchions, which are positioned on either side of the front wheel, and extend towards the ground. The stanchions are

Spring and damper systems will be contained within the telescoping assemblies and mounted to the upper end of the stanchion and the lower end of the slider such that relative motion of the telescoping assemblies will result in corresponding movement of the spring and damper system. This motion results in the compression and extension of the system spring and the relative motion of the damper piston through the damping fluid, thereby providing oscillatory control of the terrain irregularities and stored system spring energy.

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**Fig 10** provides a cross section view of the bushing carrier.

**Fig 11** defines the terms used to measure ellipses.

**Fig 12** provides a cross section view through the fork assembly at the location of the upper bushings.

### **Detailed Description Of The Preferred Embodiment**

In **Fig 1**, a bicycle frame **20** is shown along with a head tube **11**. The steer tube **4** in **Fig 2** of the fork assembly **21** is inserted upwards into the head tube **11** and attaches to the handlebar assembly **2**. The steer tube **4** is supported within the head tube **11** by bearings (not shown) inserted into features prepared in the top and bottom of the head tube **11**. When the handlebar assembly **2** is in place and tightened to the steer tube **4** there is no relative movement provided between the two parts. This mating retains the steer tube **4** axially within the head tube **11** while the bearings allow for steering rotation. The front wheel **3** is mounted to the dropouts **13-14** of **Fig 2** and is steer-ably connected to the handlebar assembly **2** via the fork assembly **21** as will become apparent.

Referring to **Fig 2**, the steer tube **4** is cylindrical in shape and is attached at its' lower end to the crown **5** via a press, or interference fit, between the outside diameter of the steer tube **4** lower end and a bore prepared in the crown **5**.

The bosses at the right and left extremities of the crown **5** are prepared internally to accept the stanchions **6**. The stanchion **6** outside shape is generally elliptical, though it will become obvious that the stanchion can be any shape other than round, which does not contain flat sections or keying elements. Therefore the internal preparation of the bosses of crown **5** match the shape of the stanchion **6** less at least .001 inches to create a profile interference fit.



The bushing carrier 9 has a second, elliptical, internal feature above the slider 10 to bushing carrier 9 interference fit feature. This second feature houses the upper bushing 8, shown in Fig 4. The upper bushing 8 is a composite of steel, sintered bronze, polytetrafluorethylene, and lead. The steel comprises the outside of the upper bushing 8 and interfaces with the second internal feature of the bushing carrier 9. The shape of the external steel backing is elliptical and matches the shape of the second internal feature of the bushing carrier 9 exactly, up to approximately .001 inches interference. This fit will provide enough retaining force between the bushing carrier 9 and the upper bushing 8 to keep the upper bushing 8 in place during use of the fork assembly 21. The sintered bronze, polytetrafluoroethylene, and lead combine to provide a low friction interface between the outside shape of the stanchions 6, which are aluminum and hard anodized, and the inside shape of the upper bushings 8. The use of bushings requires a gap between the mating surfaces. It has been found that a gap of approximately .0005-.0035 inches between the outside shape of the stanchion 6 and the inside shape of the upper bushing 8 yields the desired performance. It has also been found that a composite bushing made up of these materials yields the best performance though it is possible to utilize any bushing capable of producing the required low friction interface between the stanchion 6 and the upper bushing 8.

At approximately .375 inches from the lower end of the stanchions 6 is cut 24 of uniform depth prepared in the outside shape of the stanchion 6. The depth of this slot is approximately .020 inches and is approximately .505 inches wide. A second set of lower bushings 19 of the same composite construction and approximately .500 inches in width is disposed in this slot. The lower bushing 19 differs from the upper bushing 8 in that the steel backing is now on the inside profile of the bushing and the low friction interface material is on the outside profile of the bushing. The outside shape of the lower bushing 19 is sized such that the same gap of .0005-.0035 inches is maintained between the inside shape of the sliders 10 and the outside shape for the lower bushings 19. The inside steel backing is approximately the same dimensions as the base of cut 24 in the end of the stanchions 6. By arranging the bushings for the fork assembly 21 in this manner the distance between the upper bushing 8 and lower bushing 19 will increase as the fork is

telescopically displaced. Increasing the distance between the upper bushing 8 and lower bushing 19 decreases the lever arm distance, or moment, between the front wheel 3 mounting and the lower bushing 19, making for a stronger structure than if the lower bushing 19 were of similar construction to the upper bushing 8 and fixed to the slider 6 a fixed axial distance away from the upper bushing 8.

As shown in Fig 8, the upper bushings 8 and the lower bushings 19 have a slot 32 cut through their thickness such that their manufacturing tolerances can be relaxed and ease of assembly is provided. The upper bushings 8 and lower bushings 19 take their final shape when they are placed within their intended housing.

A third, elliptical, internal feature is prepared at the top of the bushing carrier 9. The wiper seal 7 of Fig 3 is housed within this third feature. The wiper seal 7 is made of rubber construction and is comprised of oil sealing features on its' lower end and dirt sealing features on its' upper end, both of which are in sealing contact with the outside surface of the stanchion 6. The oil seal portion of the wiper seals 7 is designed to keep the damping and lubrication fluid inside the fork assembly 21. The dirt seal feature of the wiper seal 7 is designed to keep dirt and debris from entering the fork assembly 21, which would compromise the low friction interface surfaces and degrade the performance of the fork assembly 21. The oil seal portion of the wiper seal 7 is contained within the housing created by the third internal feature of the bushing carrier 9. The dirt seal portion of the wiper seal 7 is positioned above the last feature of the bushing carrier 8 and so it has a feature designed to except the external wiper seal spring 25 to provide spring loaded backing force to ensure that proper sealing contact is maintained between the outside surface of the stanchion 6 and the dirt seal features of the wiper seal 7.

Referring to Fig 5 shows a damper assembly 15 and spring assembly 17 positioned within the fork assembly 21. The damper assembly 15 is disposed within the right side of the fork structure 21 and the spring assembly 17 is disposed within the left side of the fork structure 21. This relationship is not important and could be reversed if desired. The spring and damper could also be designed to be of integral construction with one

disposed in the right side of the fork assembly 21 and one disposed in the left side of the fork assembly 21. In any event, it is only important that at least one spring and at least one damper be coaxially and telescopically disposed within the fork assembly 21. The spring assembly 17 is intended to bias the slider 10 portion of the fork away from the stanchion 6 portion of the fork. The spring assembly 17 supports the weight of the rider and vehicle and will be compressed whenever the fork assembly 21 is telescopically displaced due to terrain irregularities or weight transfer loading. After the spring assembly 17 has been compressed it will rebound to its' original position, also rebounding the fork assembly 21 to its' original position. The spring assembly 17 will be comprised of an air spring; though the air spring could be replaced by common coil wound compression springs or elastomeric compression springs. The damper assembly 15 will be telescopically compressed and rebounded as the fork structure 21 telescopes to react to terrain changes and weight transfer loading. The damper assembly 15 contains a piston, which is forced through damping fluid at the same rate that the fork assembly 21 is being compressed or rebounded. This action dissipates the bump energy on fork assembly 21 compression and dissipates stored spring energy on fork assembly 21 rebound and converts this energy to heat. It is obvious to those skilled in the art that that the fork assembly 21 structure does not limit the damper design to any particular type and can take the form of twin tube, mono tube, open bath, or friction type dampers.

Fig 6 shows the attachment of the damper assembly 15 and the spring assembly 17 to the crown 5. A damper/spring shaft extension 27 extends coaxially up through the hole in mounting boss 30 in the crown 5. A shoulder on the shaft extension 27 of the damper assembly 15 and the spring assembly 17 contacts and stops at the bottom surface of mounting boss 30 on the crown 5. An externally threaded portion of the shaft extension 27 protrudes through the top surface of the crown 5 and is engaged by the damper/spring fixing nut 16. The spring/damper fixing nut 16 is threaded onto the protruding portion of the shaft extension 27 with the bottom surface of the damper/spring fixing nut 16 contacting the top of the crown 5 holding the damper/spring shaft 26 shaft fixed to the crown 5.

**Fig 7** shows the attachment of the damper assembly **15** and spring assembly **17** to the fork assembly **21** right and left dropouts **13-14**. The damper spring body extension **29** has a threaded protrusion, which threadably mounts within internally threaded holes of the dropout mounting bosses **31** of the right dropout **13** and the left dropout **14**. A shoulder on the on the damper/spring body extension **29** contacts and stops against the upper face of the dropout mounting bosses **31** in the right and left dropouts **13-14**. It is seen now that as the fork assembly **21** telescopes, the damper assembly **15** and the spring assembly **17** will telescope correspondingly.

Ellipses are measured in terms of a major axis and a minor axis as shown in **Fig 11**. The ranges of these dimensions for use on a bicycle will be approximately:

Major Axis: 1.375-2.000 inches

Minor Axis: 1.000-1.500 inches

Defining an approximate aspect ratio between the major and minor axes of seventy percent. The length of stanchion tubes **6** is approximately 10.050 inches for disclosed design, which provides approximately three inches of suspension travel. A range of lengths for stanchion tube **6**, depending on application and for a single fork crown design, is 8.000-12.500 inches. The length of slider tubes **10** is approximately 10.625 inches for the disclosed design. A range of lengths for the slider tubes **10** is 8.000-12.500 inches.

The steer tube **4**, crown **5**, stanchions **6**, bushing carriers **9**, sliders **10**, dropouts **13-14**, and fork bridge **11**, are made out structural aluminum. It is important to note that any one, combination, or all of these components could successfully be made from steel, magnesium, carbon fiber composite or metal matrix composite as long as the part was designed to be structurally sound given the specific material properties for the intended material.

Further, the right and left slider assemblies 22-23, and the fork bridge 11 could be combined into one integral casting or molded part. This embodiment has described these parts as separate for ease of prototyping and short run production.